

CLAIMS

1. A motorcycle tire having a plurality of main blocks scattered on a tread, characterized in that sub blocks are provided between the main blocks, said sub block being made of rubber and having block height lower than that of the main block, and a part of the rubber constituting a top portion of the sub block has been removed to reduce the area of a upper face of the sub block.
2. The motorcycle tire according to claim 1, characterized in that said sub blocks are positioned between the main blocks adjacent with each other in the tire's width direction.
3. The motorcycle tire according to claim 1 or 2, characterized in that said sub blocks are positioned between the main blocks adjacent with each other in the tire's circumferential direction.
4. The motorcycle tire according to any one of claims 1 to 3, characterized in that said sub blocks are positioned between the main blocks adjacent with each other in the direction slanted in relation to the tire's circumferential direction.
5. The motorcycle tire according to any one of claims 1 to 4, characterized in that the negative ratio is between 65 % and 97 %; a tread curvature ratio obtained when a distance measured along the tire's radial direction between a tire sectional height position and a tread edge position is divided by the tread width is between 0.20 and 0.50; a block area ratio defined as the ratio of total area of upper faces of top portions of the sub blocks to a total area of upper faces of the main blocks is between 0.05 and 1.2 in each of plural basic pattern elements constituting the tread; and a block height ratio defined as a ratio of a block height of the sub blocks at its upper face to a block height of the main blocks is between 0.3 and 0.8.
6. The motorcycle tire according to claim 5, characterized in that said negative ratio is between 75 % and 97 %, said tread curvature ratio is between 0.20 and 0.50, and said block area ratio is between 0.2 and 1.2.
7. The motorcycle tire according to claim 5, characterized in that said negative ratio is between 65 % and 85 %, said tread curvature ratio is between

0.20 and 0.50, and said block area ratio is between 0.05 and 0.5.

8. The motorcycle tire according to any one of claims 1 to 7, characterized in that when a bending portion is provided at a mid point of a side wall extending from a groove bottom toward the upper face of the sub block and the sub block is divided into a bottom portion and a top portion, the upper face area of the top portion is between 0.2 and 0.8 times as much as the upper face area of the bottom portion.

9. The motorcycle tire according to any one of claims 1 to 8, characterized in that the height of said bending portion from the groove bottom along the tire's radial direction is at least 0.5 times and less than 1.0 times as much as the block height of the sub block.

10. The motorcycle tire according to any one of claims 1 to 9, characterized in that said sub block has such a shape that a dimension in the tire's circumferential direction is greater than a dimension in the tire's width direction.

11. The motorcycle tire according to any one of claims 1 to 10, characterized in that said tire has a radial carcass.